

## **EXHIBIT A**

### **Downtown West Mixed-Use Plan *Envision San José 2040 General Plan Amendments***

**File No. GP19-009.** Various text and diagram/map amendments to the Envision San José 2040 General Plan as follows:

1. Chapter 1, entitled “Envision San José 2040”, “Growth Areas” section (pages 26-27) is hereby amended to clarify that the Diridon Station Area Plan is not an Urban Village as follows:

#### **Downtown**

The *Envision San José 2040 General Plan* reinforces the importance of San José’s Downtown as the physical and symbolic center of the City. Planned growth capacity and the General Plan policies are intended to further support the growth and maturation of the Downtown as a great place to live, work or visit.

The boundaries for the Downtown Growth Area are defined on the Planned Growth Area Diagram. The Downtown Growth Area is bounded by Julian Street, North 4th Street, East St. John Street, 7th Street, East San Fernando Street, South 4th Street, Interstate 280, the Union Pacific Railroad line, Stockton Avenue, Taylor Street, and Coleman Avenue. As shown on the Planned Growth Areas Diagram, the Downtown Growth Area includes most of the Diridon Station Area Plan area ~~Urban Village~~.

Ambitious job and housing growth capacity is planned for the Downtown. This growth capacity is important to achieve multiple City goals, including support for regional transit systems and for the development of Downtown as a regional job center. It also helps to advance all elements of the General Plan Vision.

2. Chapter 1, entitled “Envision San José 2040”, “Growth Areas” section (page 28) is hereby amended to be consistent with Policy LU-6.1 as follows:

#### **Employment Lands**

Significant job growth is planned through intensification of each of the City’s Employment Land areas, including the Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road, and North Coyote Valley as well as North San José. These Employment Lands are planned to accommodate a wide variety of industry types and development forms, including high-rise and mid-rise office or research and development uses, heavy and light industrial uses and supporting commercial uses to respond to the projected demand for each type of industrial land. Three areas are designated as Employment Centers because of their proximity to regional transportation infrastructure. These include the North San José Core Area along North First Street, the portion of the Berryessa/International Business Park in close proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations, and the Old Edenvale area, which because of its access to light rail, is also planned for additional job growth. Except within the Diridon Station Area Plan area, ~~t~~The *Envision General Plan* does not support conversion of industrial lands to residential use, nor does it include housing growth capacity for these

areas.

3. Chapter 1, entitled “Envision San José 2040”, “History of Planning in San José” section (pages 50-51), is hereby amended to clarify that the DSAP is not an Urban Village and the Midtown Specific Plan does not apply to the DSAP area.

#### Midtown Specific Plan (1992)

Like Jackson-Taylor, the *Midtown Specific Plan* directs the conversion of an aging industrial area to a vibrant mixed use community oriented to transit and designed for the pedestrian. Located just west of Downtown and south of the San José Arena, this 210-acre area is planned for close to 3,000 high density housing units, parks, employment opportunities, neighborhood-serving commercial uses, some industrial activities, and close community connections with the San José Diridon Caltrain/Amtrak station and planned light rail stations. Since its adoption, the portion of Midtown directly west of the Diridon Station has been largely built out, as planned, with new high-density housing, mixed-use development, and a public park. With adoption of the Diridon Station Area Plan, the eastern boundary of the Midtown Specific Plan between San Carlos and Santa Clara Streets was shifted west to the railroad tracks to eliminate the overlap between the Midtown Specific Plan area and the Diridon Station Area Plan area. The area previously within the Midtown Specific Plan became integrated into the adopted Diridon Station Plan area ~~Urban Village~~. The Midtown Specific Plan now primarily provides direction for development south of West San Carlos Street, which is planned for industrial and commercial uses, as well as high-density transit residential uses on identified properties.

4. Chapter 1, “History of Planning in San José - Specific Plans and Area Plans” (page 54) is hereby amended to add the following language:

#### Diridon Station Area Plan (2014, revised 2021)

The City of San José adopted the Diridon Station Area Plan in 2014 for the development of the Diridon Station Area, an approximately 250-acre area surrounding the Diridon Station transit center located within the City’s Downtown Growth Area. The Diridon Station Area Plan incorporated development proposals for the California High Speed Rail Diridon Station and a new Major League Baseball Stadium. Since the adoption of the Diridon Station Area Plan in 2014, the City elected not to proceed with a new Major League Baseball Stadium. The City has also received proposals for large mixed-use developments within the Diridon Station Area Plan. In 2021, the City adopted a project-specific amendment to the Diridon Station Area Plan in relation to the Downtown West Mixed-Use Plan and the City subsequently adopted a separate City amendment to the Diridon Station Area Plan to provide for mixed-use commercial and residential development which promotes and implements the General Plan policies of focusing growth in Downtown San José. The Diridon Station Area Plan is one of many area plans within the City of San José and implements the goals and policies of the General Plan within the Diridon Station Area Plan boundary. While the General Plan defines a set of broad goals and policies for development throughout the City of San José, the Diridon Station Area Plan addresses issues that are unique to the development of the Diridon Station Area Plan area.

5. Chapter 6, “Land Use and Transportation”, Policy LU-1.9 (page 5) is hereby amended as follows:

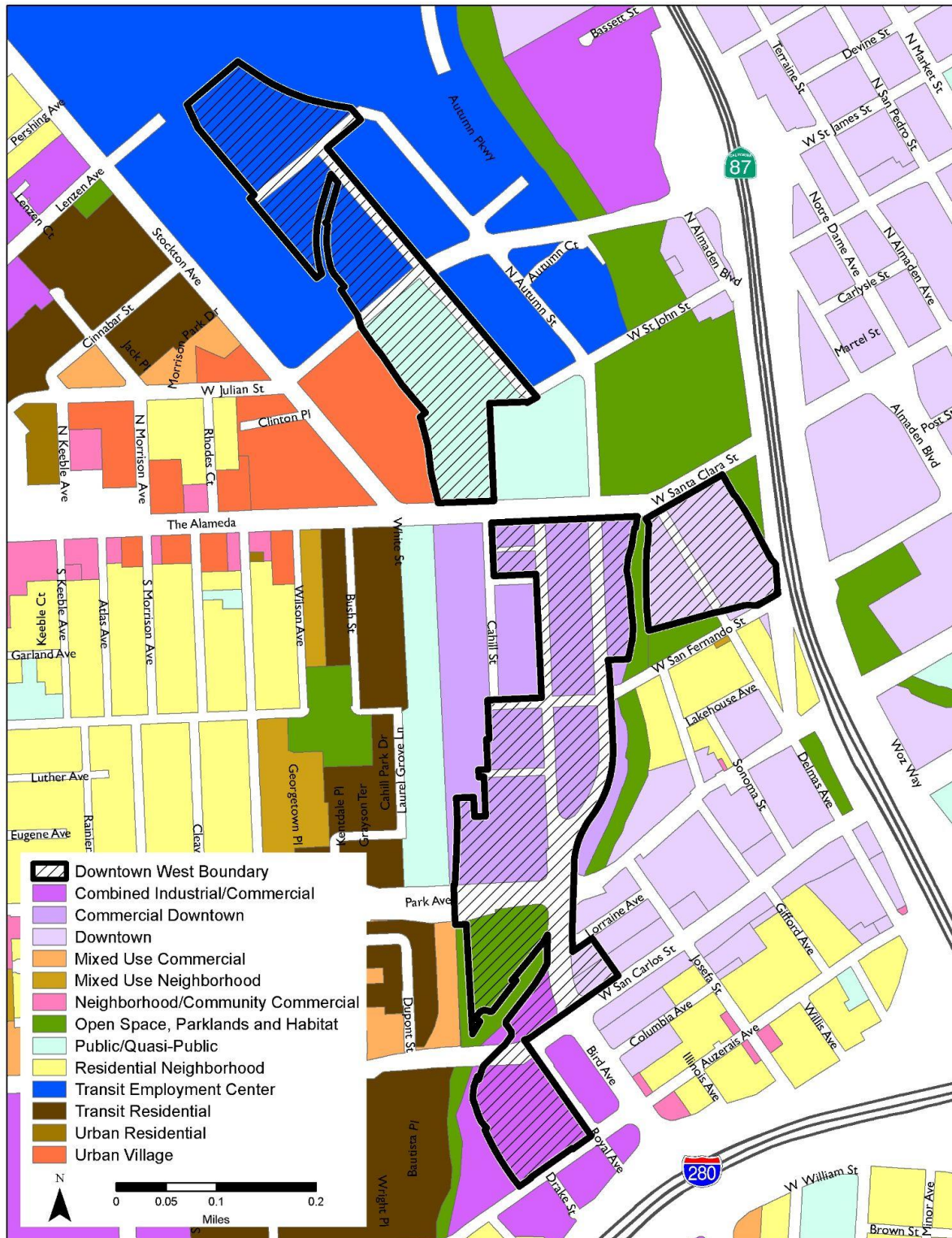
LU-1.9 Preserve existing Public / Quasi-Public lands in order to maintain an inventory of sites suitable for Private Community Gathering Facilities, particularly within the Residential Neighborhoods, Urban Villages and commercial areas, and to reduce the potential conversion of employment lands to non-employment use. Lands designated Public / Quasi-Public located within the Diridon Station Area Plan may be re-designated to other land use designations provided that such uses will advance San José's employment growth or housing goals and any redevelopment projects include publicly accessible open space and other community amenities.

6. Chapter 6 "Land Use and Transportation", Policy LU-6.1 (page 11) is hereby amended as follows:

LU-6.1 Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands located within the Diridon Station Area Plan may be re-designated from mixed industrial-commercial to mixed residential-commercial or non-employment uses. Other policies associated with Goal LU-6 shall not apply to mixed industrial-commercial designated lands located within the Diridon Station Area Plan. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within the Five Wounds BART Station and 24th Street Neighborhood Urban Village areas, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village areas maintain capacity for the overall total number of existing and planned jobs.

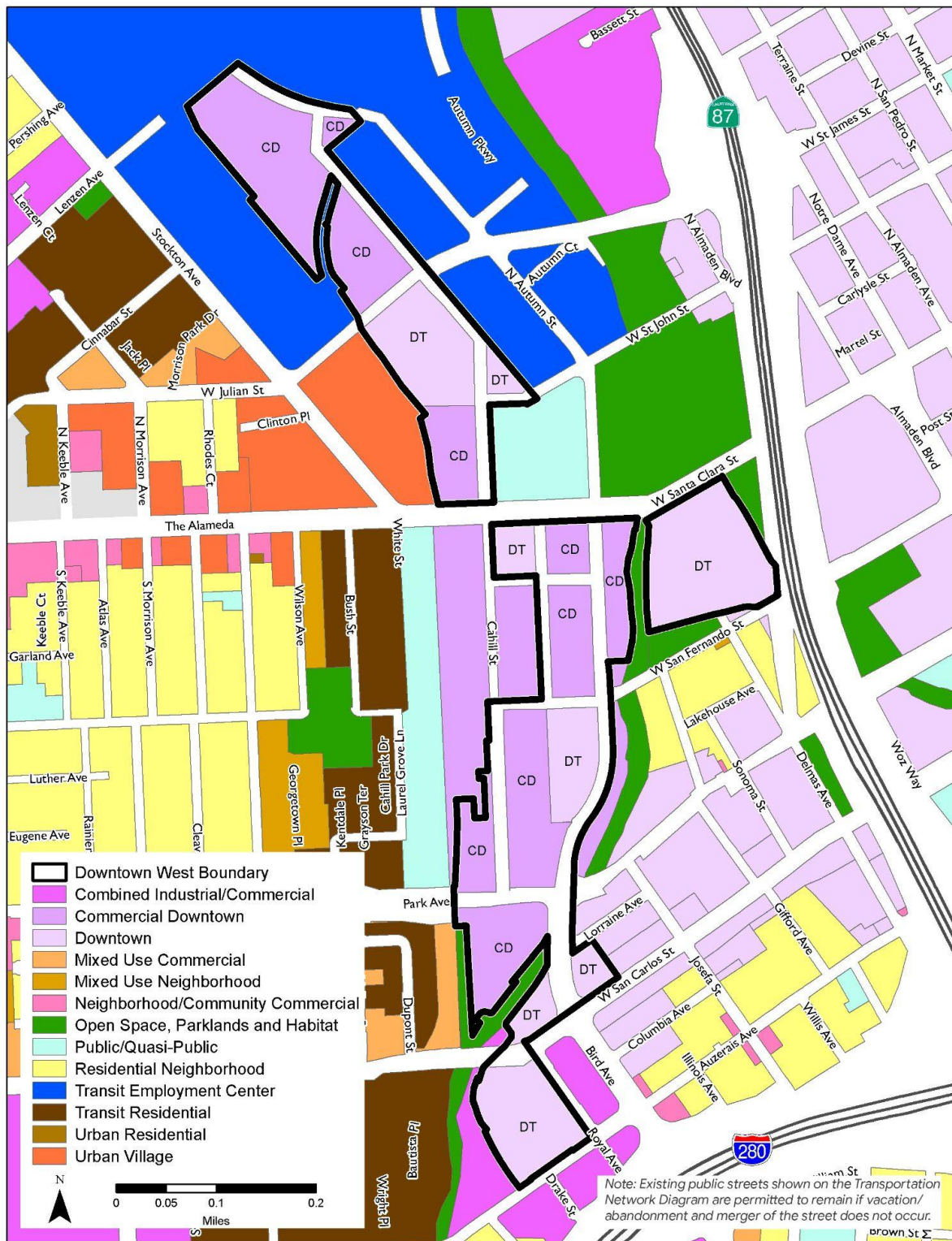
7. The General Plan "Land Use / Transportation Diagram" is hereby amended to change the land use designations of the Downtown West site from Transit Employment Center, Public/Quasi-Public, Commercial Downtown, Open Space, Parklands and Habitat, Downtown and Combined Industrial/Commercial to the Downtown and Commercial Downtown land use designation as shown below.

FIGURE: Existing General Plan Land Use / Transportation Diagram





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8. The General Plan “Planned Growth Areas Diagram” is hereby amended to (a) remove the Urban Village color coding (red) designation from the Diridon Station Area Plan and make text amendments clarifying that the Diridon Station Area Plan is not an Urban Village as set forth below; (b) expand the boundaries of the Diridon Station Area Plan consistent with the Downtown West project-specific DSAP amendment approved by Resolution No. \_\_\_\_; and (c) re-designate South Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street and reconfigure the transportation network within the Downtown West site as shown below:

FIGURE: Existing Planned Growth Area Diagram

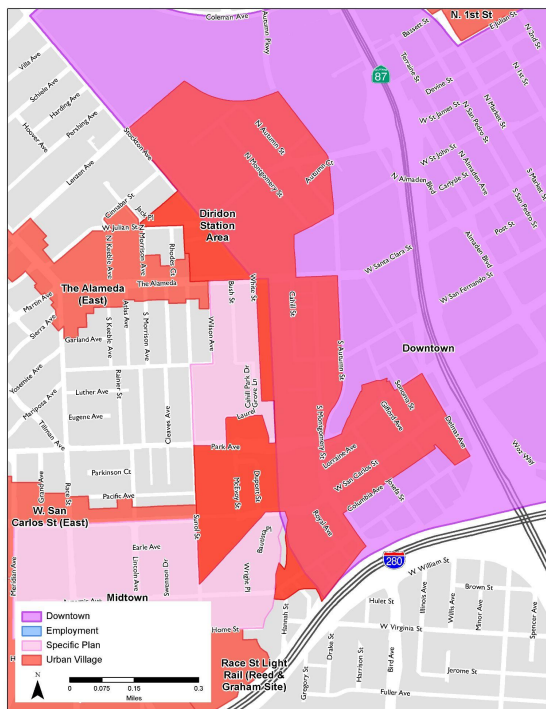
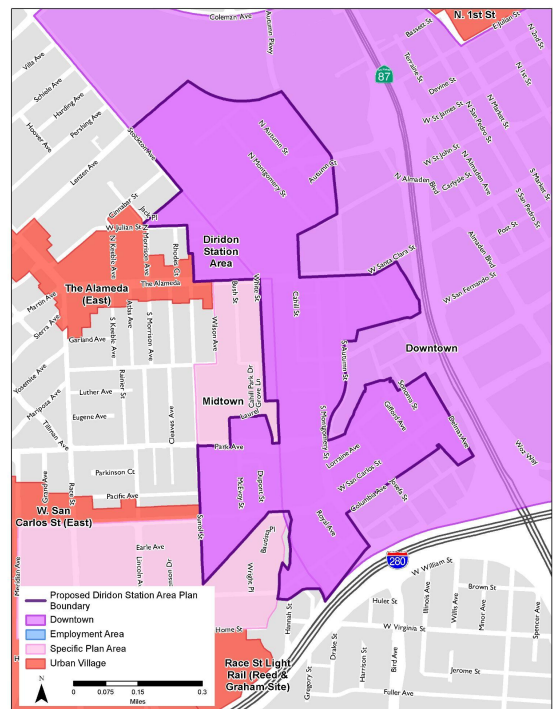


FIGURE: Proposed Planned Growth Area Diagram



Text on the Planning Growth Area Diagram is hereby amended as follows:

### Downtown

DT = Downtown

DSAP = Diridon Station Area Plan ~~Urban Village~~

9. Chapter 7, “Housing Growth Areas by Horizon Diagram” is hereby amended to replace the Urban Village / Horizon 1 color coding with the Downtown color coding within the Diridon Station Area Plan boundary.

FIGURE: Existing Housing Growth Area Diagram

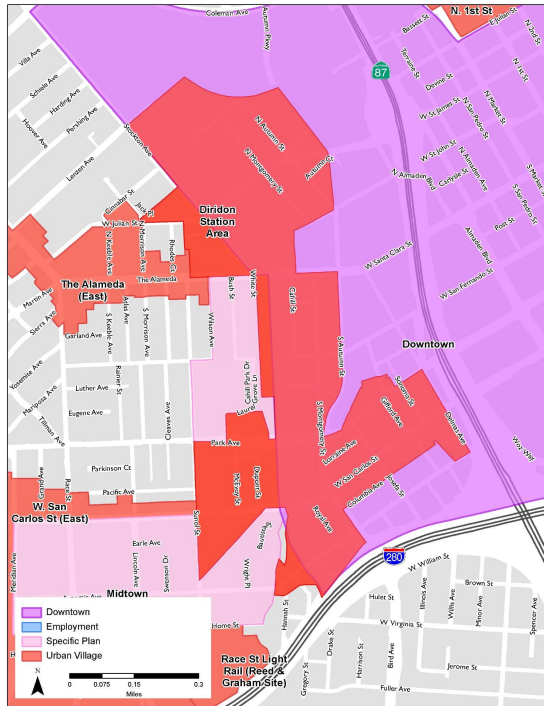
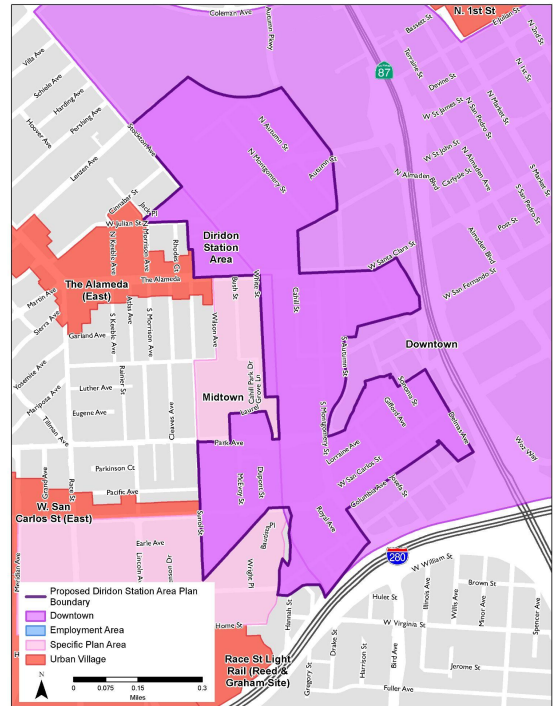


FIGURE: Proposed Housing Growth Area Diagram



10. The "Transportation Network Diagram" is hereby amended to: (a) re-designate South Montgomery Street (between W. Santa Clara Street to W. San Fernando Street) from a Grand Boulevard to Main Street and N. Montgomery Street (between W. Julian Street to W. St. John Street) from a Local Connector to On-Street Primary Bicycle Facility; and (b) to reflect the transportation network, street alignment, and abandonment of the following streets: South Montgomery Street between West San Fernando Street and Park Avenue; Otterson Street between South Montgomery Street and proposed Cahill Street; Delmas Avenue between West Santa Clara Street and West San Fernando Street; North Montgomery Street between West St. John Street and proposed Cahill Street; Cottage Lane between North Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks; Cinnabar Street between proposed North Autumn Street and the Peninsula Corridor Joint Powers Board rail tracks; the northerly portion of Auzerais Avenue near the Peninsula Corridor Joint Powers Board rail tracks (Street easement); The westerly portion of Royal Avenue between Auzerais Avenue and West San Carlos Street; the southerly portion of West San Carlos Street west of Royal Avenue; the westerly and easterly portions of South Montgomery Street between West San Carlos Street and Park Avenue; the northerly and southerly portions of Park Avenue between South Montgomery Street and the Peninsula Corridor Joint Powers Board rail tracks; and the westerly portion of South Autumn Street north of West San Fernando Street.



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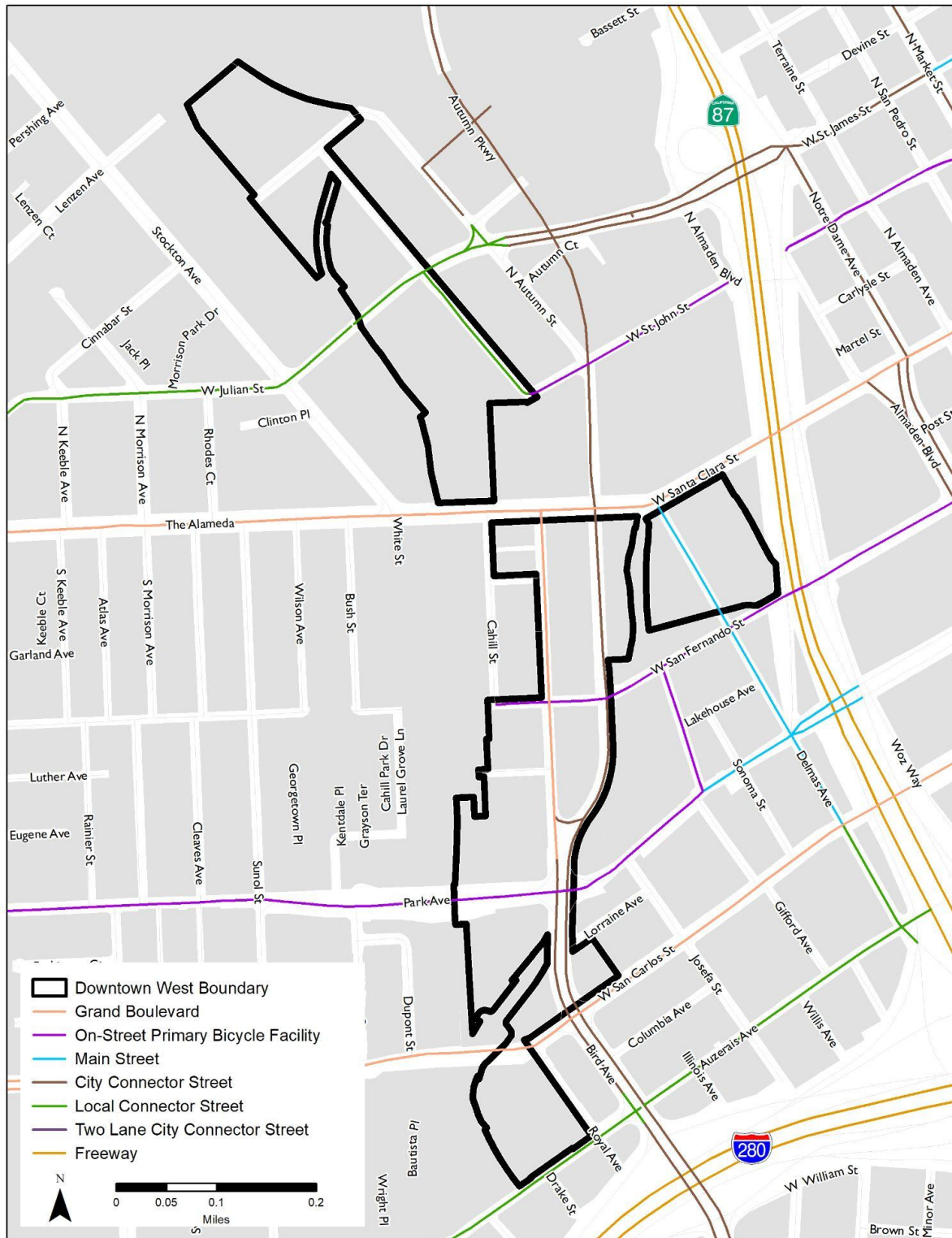
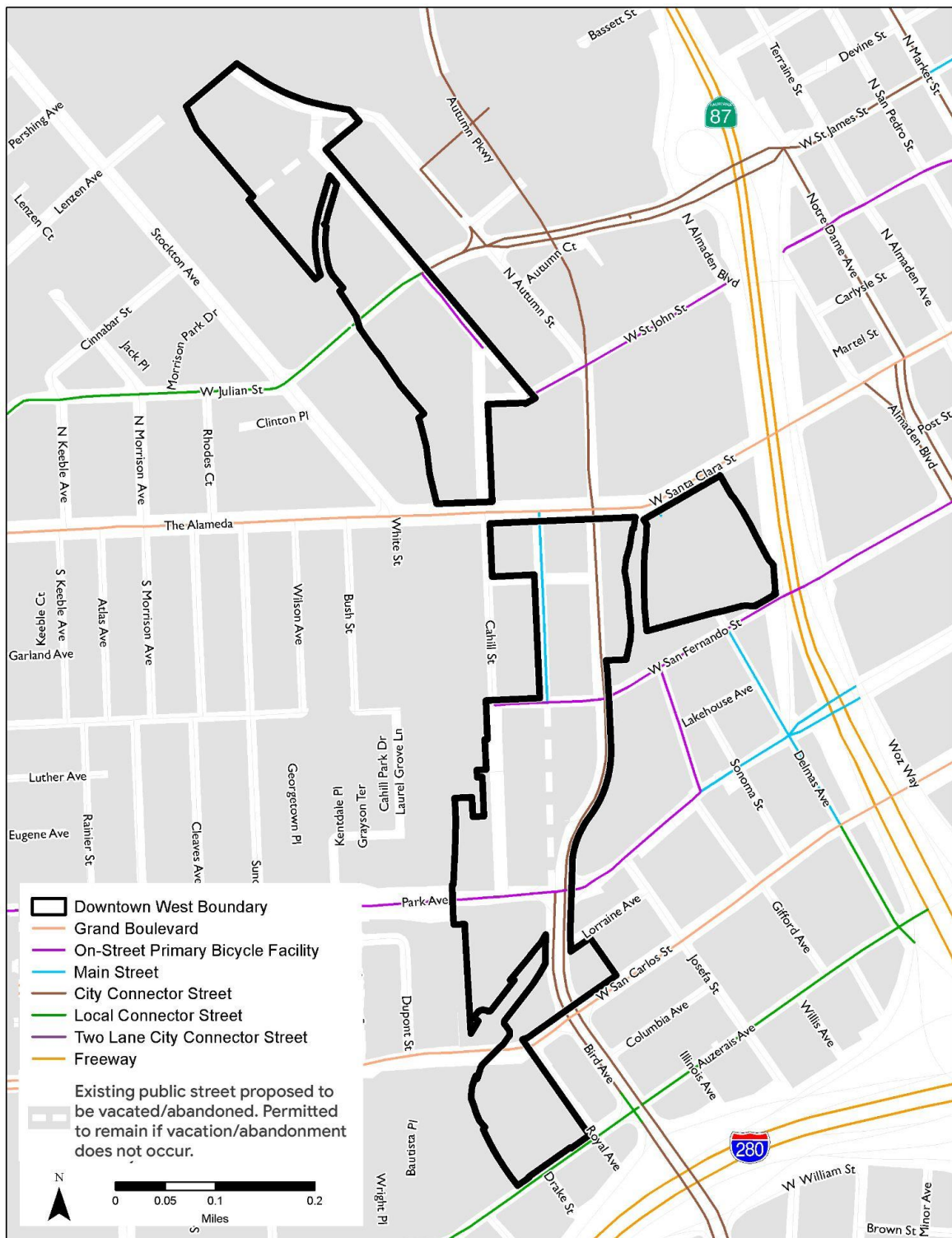




FIGURE: Proposed General Plan Transportation Network Diagram



11. Appendix 5 to the General Plan is hereby amended as follows:



**751,450 Jobs and 429,350 Dwelling Units; 1.1 J/ER**

**Existing 2008 Development: 369,450 Jobs & 309,350 DU**

**Growth Above Existing: 382,000 Jobs & 120,000 DU**

**Vacant Lands** = Potential development capacity based upon the current General Plan designation for sites identified as being currently vacant or significantly underutilized in respect to the current General Plan projected capacity. These lands are identified in the Vacant Land Inventory most recently updated by the City in 2007. Growth Areas that incorporate Vacant Land capacity are indicated with a (v).